

[4910-13-U]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [66 FR 12723 2/28/2001]

[Docket No. 2000-CE-10-AD; Amendment 39-12123; AD 2001-04-05]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company Beech Model 1900D Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Raytheon Aircraft Company (Raytheon) Beech Model 1900D airplanes that are equipped with a KLN-90B Global Positioning System (GPS) incorporated in accordance with AlliedSignal Supplemental Type Certificate (STC) SA00245WI-D. This AD requires rewiring the KLN-90B GPS to eliminate the possibility of inconsistent NAV "FLAG" displays. This AD is the result of an instance where the copilot's NAV "FLAG" display was based on the pilot's NAV source validity. The actions specified by this AD are intended to assure that the copilot's NAV "FLAG" displays are based on the copilot's selected NAV source. Inconsistent NAV "FLAG" displays could cause the copilot to make decisions based on an invalid GPS source without knowing it was invalid.

DATES: This AD becomes effective on April 9, 2001.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of April 9, 2001.

ADDRESSES: You may get the service information referenced in this AD from the Raytheon Aircraft Company, PO Box 85, Wichita, Kansas 67201-0085; telephone: (800) 625-7043 or (316) 676-4556. You may examine this information at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2000-CE-10-AD, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Todd Dixon, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4152; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Discussion

What events have caused this AD? The FAA has received a report of inconsistent NAV "FLAG" displays on the KLN-90B Global Positioning System (GPS) that was installed on a Raytheon Model Beech 1900D airplane. This system is installed in accordance with AlliedSignal Supplemental Type Certificate (STC) SA00245WI-D, and could be installed on Raytheon Beech Model 1900D airplanes, serial numbers UE-156 through UE-299.

In this situation, the copilot had the KLN-90B GPS selected as the NAV source and the pilot did not have a valid NAV source selected. This caused the flight director command bar to disappear from the

copilot's electronic attitude director indicator (EADI), and the copilot received an inconsistent NAV "FLAG".

What are the consequences if the condition is not corrected? Inconsistent NAV "FLAG" displays could cause the copilot to make decisions based on an invalid GPS source without knowing it was invalid.

Has FAA taken any action to this point? We issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Raytheon Beech Model 1900D airplanes that are equipped with a KLN-90B Global Positioning System (GPS) incorporated in accordance with AlliedSignal Supplemental Type Certificate (STC) SA00245WI-D. This proposal was published in the *Federal Register* as a notice of proposed rulemaking (NPRM) on November 2, 2000 (65 FR 65803). The NPRM proposed to require rewiring the KLN-90B GPS to eliminate the possibility of inconsistent NAV "FLAG" displays.

Was the public invited to comment? Interested persons were afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

FAA's Determination

What is FAA's final determination on this issue? After careful review of all available information related to the subject presented above, we have determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. We determined that these minor corrections:

- will not change the meaning of the AD; and
- will not add any additional burden upon the public than was already proposed.

Cost Impact

How many airplanes does this AD impact? We estimate that this AD affects 82 airplanes in the U.S. registry.

What is the cost impact of this AD on owners/operators of the affected airplanes? We estimate the following costs to accomplish the modification:

Labor Cost	Parts Cost	Total Cost Per Airplane	Total Cost on U.S. Operators
4 workhours X \$60 per hour = \$240.	No parts required for the rewiring.	\$240 per airplane.	\$240 X 82 = \$19,680.

Note : Warranty credit will be allowed on all affected airplanes to the extent specified in the service bulletin.

Regulatory Impact

Does this AD impact various entities? The regulations adopted herein will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

Does this AD involve a significant rule or regulatory action? For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the final evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption "ADDRESSES".

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39 - AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. FAA amends § 39.13 by adding a new AD to read as follows:

AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

We post ADs on the internet at "av-info.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2001-04-05 RAYTHEON AIRCRAFT COMPANY: Amendment 39-12123; Docket No. 2000-CE-10-AD.

(a) What airplanes are affected by this AD? This AD affects Beech Model 1900D airplanes, serial numbers UE-156 through UE-299, that are:

- (1) certificated in any category; and
- (2) equipped with a KLN-90B Global Positioning System (GPS) incorporated in accordance with AlliedSignal Supplemental Type Certificate (STC) SA00245WI-D.

(b) Who must comply with this AD? Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) What problem does this AD address? The actions specified by this AD are intended to assure that the copilot's NAV "FLAG" displays are based on the copilot's selected NAV source. Inconsistent NAV "FLAG" displays could cause the copilot to make decisions based on an invalid GPS source without knowing it was invalid.

(d) What actions must I accomplish to address this problem? To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
Rewire the KLN-90B Global Positioning System to eliminate the possibility of inconsistent NAV "FLAG" displays.	Within the next 400 hours time-in-service (TIS) after April 9, 2001 (the effective date of this AD), unless already accomplished.	In accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Raytheon Mandatory Service Bulletin SB 34-3222, Issued: January, 2000.

(e) Can I comply with this AD in any other way? You may use an alternative method of compliance or adjust the compliance time if:

- (1) Your alternative method of compliance provides an equivalent level of safety; and
- (2) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 1: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) Where can I get information about any already-approved alternative methods of compliance?

Contact Todd Dixon, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4152; facsimile: (316) 946-4407.

(g) What if I need to fly the airplane to another location to comply with this AD? The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) Are any service bulletins incorporated into this AD by reference? Actions required by this AD must be done in accordance with Raytheon Mandatory Service Bulletin SB 34-3222, Issued: January, 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from the Raytheon Aircraft Company, PO Box 85, Wichita, Kansas 67201-0085. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) When does this amendment become effective? This amendment becomes effective on April 9, 2001.

FOR FURTHER INFORMATION CONTACT: Todd Dixon, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4152; facsimile: (316) 946-4407.

Issued in Kansas City, Missouri, on February 8, 2001.

Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.